

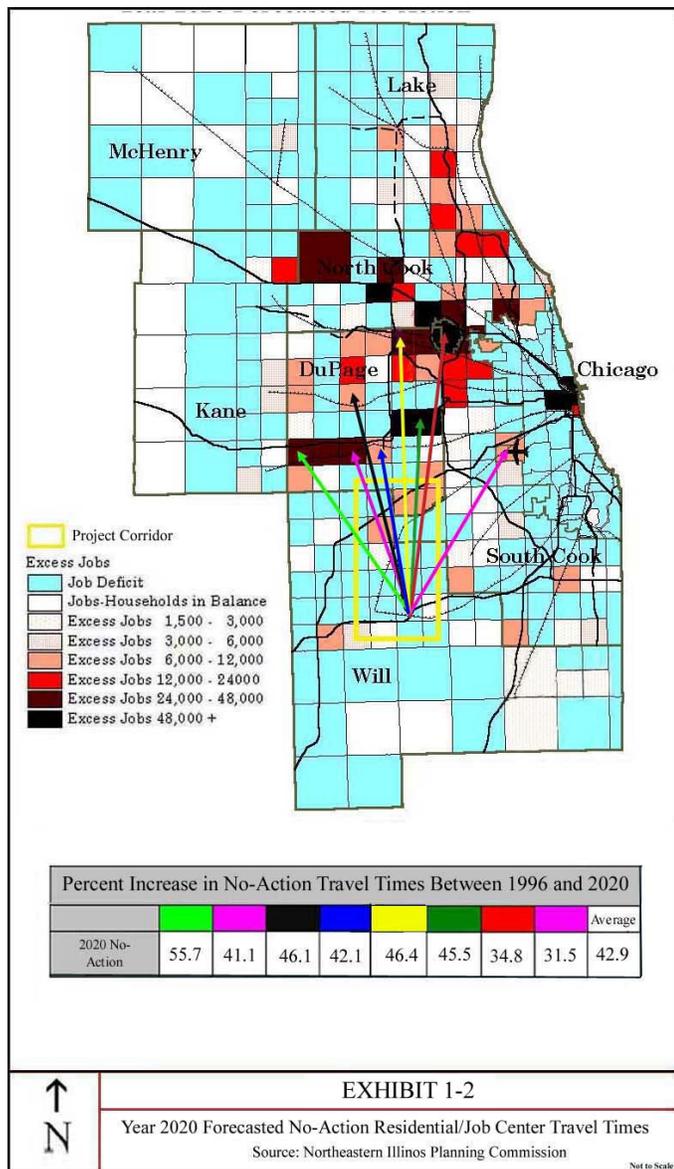
The shift in job growth from the Chicago central area to the O’Hare Airport vicinity and its nearby suburbs has created fundamental access problems. Historically, the Chicago central area has been the region’s primary job center. As such, the region’s transportation system developed in a radial pattern to facilitate travel to and from the Chicago central area. This radial pattern provides good access to the Chicago central area. However, suburban job centers do not share the same level of access, particularly from the Project Corridor.

The Project Corridor is located in an area deficient in jobs. Suburban job centers are important employment destinations for Project Corridor labor. CATS projects that by year 2020, work trip travel times between the Project Corridor and suburban job centers will increase 32 to 56 percent during the 7-9 am peak under the No-Action (Baseline) scenario. The cost in lost productivity resulting from these increased year 2020 travel times range from \$1,626 to \$2,269 per commuter per year.

Exhibit 1-2 presents worse case year 2020 travel times from the southern end of the Project Corridor to primary suburban job centers. Primary job centers are shaded in black. The accompanying table presents projected year 2020 travel times. Each travel time is color coded to an arrow on the map indicating the destination job center.

Increased work trip travel times and costs are attributable to a projected 85 percent increase in No-Action (Baseline) traffic volumes within the Project Corridor combined with constraints of the existing local roadway network including inadequate capacity on north-south routes and a limited number of bridge crossings over the Des Plaines River. A Transportation System Improvement is needed to address these limitations and improve access to suburban job centers so that the growing population base within the Project Corridor is not subject to excessive travel times for work trips.

Refer to [Draft SEIS, Section 1.2.1](#) for a complete discussion of the need to improve access between



residential areas and regional job centers. Refer to [Draft SEIS, Appendix B](#) for methods used to determine travel time and productivity cost.

1.2.2 Achieve Land Use and Transportation Planning Goals

Achieve land use and transportation planning goals addresses the need to develop a Transportation System Improvement that is consistent with regional, county and municipal land use and transportation plans.

Land Use and Transportation Planning

At the regional level, CATS is the Metropolitan Planning Organization for the northeastern Illinois region. CATS has overall authority for planning highway and transit improvements with regional significance. Over the course of this project, CATS has prepared and adopted two regional transportation plans. The first, the 2010 Transportation System Development Plan (2010 TSD), was adopted in April 1989. This plan was in effect upon completion of the 1996 FEIS. Since completion of the 1996 FEIS, CATS adopted a new long-range transportation plan. This plan, the 2020 RTP, was adopted in November 1997. The 2020 RTP replaces the 2010 TSD as the region's plan for future transportation improvements. Both the 2010 TSD and the 2020 RTP included the south extension of I-355 as an integral component of the regional plan. The 2010 TSD included the I-355 South Extension as a proposed new expressway. The 2020 RTP designates the I-355 South Extension as an approved, but yet to be constructed facility. The proposed Transportation System Improvement is consistent with, and needed to achieve, the goals of the 2020 RTP.

Also at the regional level, the Northeastern Illinois Planning Commission (NIPC) has endorsed a regional growth policy ^(NIPC, 1998). NIPC is the regional land use planning agency for northeastern Illinois. The regional growth policy is intended to promote orderly development within the region and emphasizes incentives for balanced growth rather than restrictions on location preferences expressed in the marketplace. NIPC growth strategies include:

- Encourage development in existing communities served by public transportation, including commuter rail. This policy encourages use of existing infrastructure to avoid the piecemeal extension of services.
- Encourage development in areas served by existing infrastructure and contiguous with existing development. This policy discourages development which leap-frogs into agricultural land.

The Project Corridor contains some of the last major areas of land open for development within a 48 kilometer (30 mile) radius of the Chicago central area and is served public transit. The proposed Transportation System Improvement is needed to encourage growth within the Project Corridor, consistent with the NIPC growth strategy.

At the local level, Will County and municipal governments have planning authority within the Project Corridor. Will County has planning jurisdiction over unincorporated lands within the Project Corridor. Municipal government has jurisdiction over Project Corridor incorporated lands.

Both Will County and the municipal governments of the Project Corridor have adopted land use plans. These plans define future land use goals and contain maps that delineate